



DON'T PAY THE PRICE OF PURE
BEER and not get it.



SCHLITZ BEER and common beer cost about the same.

Why should you not have the best?

Schlitz Beer costs twice the common kind
to brew.

Why should you not have the benefit?

Schlitz Beer is pure and healthful; made
of the costliest materials; brewed in absolute
cleanliness; cooled in plate glass rooms; filter-
ed, then sterilized after it is bottled and sealed.

Why pay the same for a beer that isn't?

Schlitz Beer is aged in refrigerating rooms
for months before it is marketed. Does not fer-
ment on your stomach like green beer or cause
biliousness.

Why drink a beer that does?

There can be no impurity in clean beer; no
microbes in sterilized beer; no headaches in aged
beer. Schlitz beer has for 50 years been the
standard of the world because of its healthful-
ness.

When you find this brand on the bottle
you have the best beer money can buy.

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS,
66, QUEEN'S ROAD CENTRAL.

CALLING IN CALCUTTA.

After a deal of "pother" and long agita-
tion, Calcutta Society has at last adopted
the reformed system of "calling" which
was instituted in Madras exactly ten years
ago, and which will be found set forth in
the Lawrence Asylum Almanac before the
List of Residents. We do not know if
Calcutta has adopted those excellent rules
en bloc, but at any rate the efforts of the
Calling Reform League have resulted in
sanction being given to the exchange of
cards by post in the case of friends and
acquaintances who have been only tempo-
rarily absent. A Calcutta correspondent
writes: "It is some years since this
excellent custom was introduced into
Madras. It has been a much harder matter
to introduce it here, but it is an untold
relief. Unfortunately, in Calcutta it only
applies to the fair sex. The unhappy un-
married man and grass widower is deprived
of any part or lot in this great benefit.
For him to toil all the week earning his
daily bread, for him to cut short his Sab-
bath's rest of exercise, to army himself in
the grab least suited to this climate, and to
go round calling on people he has called on
regularly every year. It is reported, how-
ever, that this long-suffering worm is about
to turn and to demand strict equality of the
sexes in this matter." In other directions,
also, Calcutta appears to have been making
changes. We learn with some surprise
from the same correspondent that "it has
now been decided that it is quite unneces-
sary to return men's cards," which he de-
scribes as "chilling to the new-comer." The
Madras plan is for men's cards to be
returned at their Clubs—an easy, if some-
what senseless, proceeding. "Sunday
calling" being unauthorised in Madras, we
can look with complacency on another
Calcutta calling grievance. This, says the
same correspondent, is "the Thursday
grievance. It is not obligatory here to pay
calls on Mail day. In fact, many ladies
take offence if they are called upon on that
day. This is a very real grievance to the
Fort men, whose only available day it is,
as they are often out shooting all Sunday."
—M. H.

TO GET RID OF A TROUBLESOME CORN.

FIRST soak it in warm water to soften it,
then pare it down as closely as pos-
sible without drawing the blood, and apply
Chamberlain's Pain Balm twice daily; rub-
bing vigorously for five minutes at each
application. A corn plaster should be
worn for a few days, to protect it from the
shoe. As a general treatment for sprains,
bruises, lameness and rheumatism, Pain
Balm is unequalled. For sale by All
Dealers; WATKINS Ltd., General Agents.

Dentistry.

S I E N T I N G,
Surgeon Dentist,
No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 628

DENTISTRY.
AMERICAN SYSTEM.
WONG HO-MI,
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.
50, Queen's Road Central.
Hongkong, October 3, 1899. 1902

AMERICAN SYSTEM
OF
DENTISTRY
AT
30, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF POATE AND NOBLE.)
Hongkong, July 12, 1897. 2566

DENTISTRY.
SUI SANG,
Lately Practising with Dr. I. SAKATA
DENTIST.
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure
of each English and French
Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE
(Commercial, Shipping, etc.)

\$14 per Annum (including Postage).
"CHINA MAIL" OFFICE,
5, WYNDHAM STREET, HONGKONG.

CHINESE SCHOOL BOOKS:

I.—Sam Tsz King.
II.—Tsz Tsz Man.
Translated into English
by Dr. E. J. EITEL.
Price: 30 Cents the Set.
CHINA MAIL Office 5, Wyndham Street.

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	L.H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour E. Fiske	Hongkong
Albion	battleship, 1st class	12,850	16	13,500	Captain W. W. Hawett, R.N.	Hongkong
Albatross	sloop	1050	6	1400	Commander Walter Carey	Newchwang
Argonaut	cruiser, 2nd class	4300	10	5000	Captain J. Startin	Shanghai
Arcturion	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Yokohama
Aurora	cruiser, 2nd class	4300	10	9000	Captain C. J. Baker	Hongkong
Blenheim	armoured cruiser, 1st class	5600	12	8500	Captain E. H. Bayly, C.B.	Hongkong
Bramble	cruiser, 1st class	9001	12	13,000	Captain F. H. Henderson	Hongkong
Brisk	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Britomart	cruiser, 3rd class	1770	6	3500	Comdr. E. H. Martin	Singapore
Cassidy	gunboat, 1st class	710	6	1300	Lt.-Comdr. E. A. Baird	Hongkong
Cerberus	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tudor	Hongkong
Dolphin	cruiser, 2nd class	390	—	300	Master T. Passmore	Hongkong
Edinburgh	sloop	1140	8	2000	Comdr. W. G. Fagan	Hongkong
Eclipse	cruiser, 1st class	5600	11	9000	Captain B. H. Stokes	Hongkong
Endymion	cruiser, 2nd class	750	12	10,000	Captain W. A. Paget	Hongkong
Esk	g-b, 3-1 class coast defence	380	—	200	Lieut.-Com. Godfrey	Shanghai
Fame	torpedo boat destroyer	455	—	5700	Fleet Reserve	Hongkong
Firebrand	gunboat, 2nd class	455	—	380	Lt.-Com. C. B. Beatty-Pownall	Canton
Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Gotha	battleship, 1st class	12,950	16	13,500	Captain Lewis Wain	Hongkong
Hardy	torpedo boat destroyer	275	—	4000	Lieut.-Com. G. G. Hardy	Weihaei
Hart	torpedo boat destroyer	275	—	4000	Fleet Reserve	Hongkong
Humber	torpedo boat destroyer	1640	—	800	Comdr. H. J. Davison	Hongkong
Janus	torpedo boat destroyer	280	—	3900	Fleet Reserve	Hongkong
Kimshu	river gunboat	—	—	—	Lt.-Comdr. G. B. Powell	Yangtze-Kiang
Moorehead	river gunboat	180	—	800	Re-building	Hongkong
Ocean	battleship, 1st class	12,950	16	13,500	Captain J. H. T. Burke, C.B.	Hongkong
Orlando	armoured cruiser, 1st class	5600	12	8500	Lt.-Com. C. P. Mansel	Shanghai
Otter	cruiser, 2nd class	350	—	1400	Commander W. H. Nicholson	Hankow
Phenix	sloop	1015	6	1200	Lt.-Comdr. A. H. Oldham	Hongkong
Pique	gunboat, 1st class	755	6	720	Capt. Harry C. Reynolds	Hongkong
Plover	gunboat, 1st class	755	6	720	Lt.-Com. Morris H. Smyth	Hongkong
Rambler	Surveying-vessel	835	—	650	Lt.-Com. Charles F. Corbett	Singapore
Redpoll	gunboat, 1st class	805	—	720	Lieut.-Com. G. G. Webster	Hongkong
Robin	river gunboat	980	—	1400	Comdr. C. A. W. Hamilton	Weihaei
Rosario	sloop	85	—	240	Lieut.-Com. Murray Leckhart	Hongkong
Sandpiper	river gunboat	85	—	240	Lt.-Comdr. R. W. Dalgety	Hankow
Serpent	gun-vessel, 2nd class	755	—	870	Fleet Reserve	Hongkong
Suffolk	torpedo boat destroyer	250	—	6500	Fleet Reserve	Hongkong
Taku	cruiser, 2nd class	5600	11	9000	Captain F. G. Stopford	Hongkong
Talbot	receiving ship	160	—	800	Commodore Francis Powel, C.B.	Hongkong
Zamar	river gunboat	85	—	240	Re-building	Hongkong
Terrible	cruiser, 1st class	14,500	14	25,000	Captain Percy Scott, C.B.	Hongkong
Tenedos	coast defence gunboat	365	—	200	Temporarily employed surveying	Hongkong
Waterwitch	Surveying ship	620	—	480	Lieut.-Com. W. G. Lyne	Hongkong
Whiting	torpedo boat destroyer	380	—	3800	Lt.-Com. C. Mackenzie, D.S.O.	Hongkong
Wivern	coast defence ship, armoured	2750	—	1000	Fleet Reserve	Hongkong
Woodcock	river gunboat	150	—	550	Lieut.-Com. Hugh Somerville	Hankow
Woodlark	river gunboat	150	—	550	Lieut.-Com. Chilcott	Shanghai

* Flag of Vice-Admiral Sir Cyriac A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

DINNEFORD'S

DINNEFORD'S
MAGNESIA

Sold Throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

The Physician's Cure
for Gout, Rheumatism,
Gravel, and all the
safest and most gentle
remedies for Gout,
Gravel, Rheumatism,
and all the ailments
connected with the
urinary system.

SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CAMBODIA, ANNAM, THIBET,
COCHINA AND JAPAN.

Entrusted to the SOCIETY OF THE
"MISSION ETIENNES."
(Translated by EDWARD HARPER PARKER
and Reprinted from "THE CHINA REVIEW.")

PRICE ONE DOLLAR.

On Sale at KELLY & WALSH, Ltd.

THE CHINA AND JAPAN TELEPHONE

ELECTRIC COMPANY,
LIMITED.

NEW REGULATIONS.

SUBSCRIBERS are no-
tified that when A CALL
IS MADE and the
TELEPHONE IS NOT
ANSWERED by the
PERSON ACTUALLY RE-
QUIRED, instead of Listen-
ing until this Person can
be found it is better to
give their Name and
Number to anyone an-
swering, and then TO
RING OFF.

WHEN THE PERSON RE-
QUIRED REACHES THE
INSTRUMENT, A FRESH
CALL CAN THEN BE
MADE FROM THAT END.

For full particulars, &c., &c.,

Apply to
W. STUART HARRISON,
Manager.

Hongkong, September 16 1901. 143

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the
hammer on the head of the nail, makes
an impression, but it is only the con-
tinuous insertion of the advertisement,
like the continuous pounding on the
head of the nail, that drives the argu-
ment home and clinches it.

The BEST Medium for
Advertising is

China Mail.

Read by all Classes in the Colony,
and undoubtedly the
POPULAR & LEADING PAPER.

Established over Half-a-Century.

TELEPHONE NO. 210.
CABLE ADDRESS: "ACHEE," HONGKONG.
A B C CODE, 4TH EDITION.

ESTABLISHED 1859.
ACHEE & CO

祥利廣
17a Queen's Road.

IMPORTERS of
European Goods of All Kinds

DRAWING-ROOM, DINING-ROOM, and BEDROOM FURNITURE.

SILVER PLATE, GLASS and CHINA WARES.

COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

Photo = = graphic Department

Photographic Goods of Every Description.

IMPORTANT ANNOUNCEMENT.

In response to the many requests made upon us, we have fitted out an Establishment for the sole purpose of executing work for Amateurs, where we hope we may be able to give our Patrons every satisfaction. This Establishment will be under the personal supervision of our Manager, who is an Experienced Photographer. In order to bring our work before the public as offer to develop until further notice all

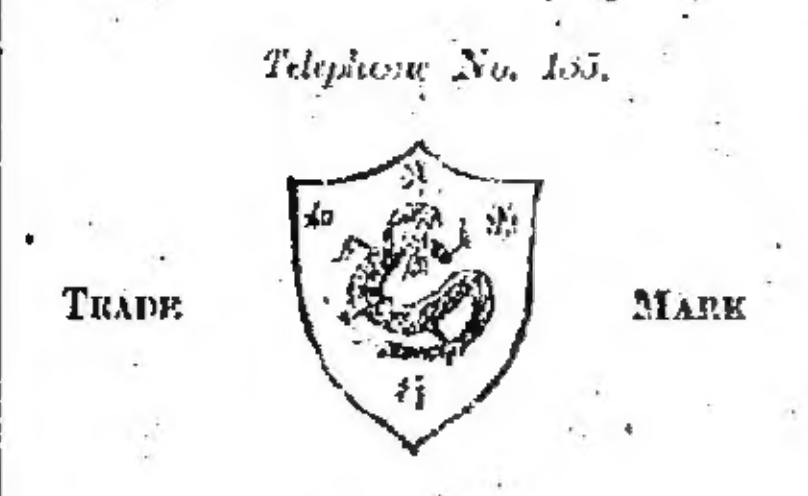
Kodak Films
SOLD BY US
FREE OF CHARGE.

A Free Development Coupon will be attached to every Roll of Kodak Films sold by us from this day. All other Films and Plates developed and Prints supplied at MODERATE RATES.

ACHEE & CO

17a Queen's Road
CENTRAL.

A Few Doors East of Hongkong Hotel



D. C. L.
OLD TOM

AND
DRY GINS

OF THE VERY FINEST QUALITY.

\$7.00 per dozen.

SOLE AGENTS,
H. PRICE & CO.,
458 12, Queen's Road.

MEMOS. FOR TO-MORROW.

Auctions.

Anglo-Japanese Ware, at Mr. Geo. P. Lammert's Sales Rooms.

Miscellaneous.

Dividend of 12% on Shares of the Universal Trading Co., Ltd., payable.

Goods per *Maria Fabre* undelivered after this date subject to rent.

General Memoranda.

Wednesday, January 22:—

Transfer Books of The Hongkong, Canton and Macao Steamship Co., Ltd., closed from this date to the 31st Feb., inclusive.

Thursday, January 23:—

11.45 a.m.—Meeting of Shareholders of The West Point Building Co., Ltd., at the Company's Offices.

Noon.—Meeting of Shareholders of The Hongkong Land Investment & Agency Co., Ltd., at the Company's Offices.

Goods per *Luzon* undelivered after this date subject to rent and landing charges.

5 p.m.—Meeting of Shareholders and Subscribers of the St. John's Cathedral Church at St. Paul's College.

Friday, January 24:—

Transfer Books of Humphreys Estate & Finance Co., Ltd., closed from this date to the 31st Inst., inclusive.

Saturday, January 25:—

9 p.m.—Promenade Concert at the City Hall.

Sunday, January 27:—

Noon.—Meeting of Shareholders of the Humphreys Estate & Finance Co., Ltd., at the Company's Offices.

Wednesday, January 29:—

11.30 a.m.—Meeting of Hongkong Benevolent Society.

Monday, February 3:—

9 p.m.—Promenade Concert at the City Hall.

Tuesday, February 4:—

Noon.—Meeting of Shareholders of The Hongkong, Canton and Macao Steamship Co., Ltd., at the Company's Offices.



A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

WATSON'S

Celebrated

VERY OLD LIQUEUR

SCOTCH

WHISKY.

E

BLEND.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.
Per Dozen ... \$15.00.

The following Blends are also recommended, and are unsurpassed in quality.

A. THORNES BLEND ... \$16.50

B. GLENROTHY, MELLOW BLEND, fine 'Soda' Whisky of great age ... 10.80

C. ABERLOVE, GLENLIVET ... 12.00

D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... 14.40

A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY,
QUEEN'S ROAD CENTRAL.

MARRIAGE.
At the Wesleyan Chapel, Wanchai, on the 20th January, by the Rev. C. Bone, Rector, fourth son of John Walpole, of Woodlands, Gerrards Cross, Bucks, England, to Eliza, the only daughter of the late H. J. Fauch, of Hongkong.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 20, 1902.

EDITORIAL COMMENT.

Having originated

EUROPEAN SCHOOLS and kept alive the

FOR

HONGKONG, a school for European children in

Hongkong, we are pleased to be able to

announce that the Colonial Office has at

last approval of the principle that European and Asiatic children cannot be

educated side by side in the public schools in Hongkong, and that there is

a probability of the establishment at an early date of a school or schools where

European children will be taught exclusively. As is now well known, the

agitation was first started by the European residents at Kowloon in 1895, and

for a time a successful school was conducted there almost entirely without

Government assistance. Various influences brought about the cessation of the school there, and, since then, as has

been stated over and over again, the facilities for the education of European children in the Colony have either been non-existent or completely inadequate.

This state of affairs brought about another strong agitation last year, when, at the instance of the Bishop of Victoria, a public petition was drawn up and

numerously signed, not only by the unofficial civilians but by the Anglican and Roman Catholic Bishops and higher Military, Naval and Civil Servants.

His Excellency the Governor, Sir Henry Blake, in forwarding the petition to the Secretary of State strongly supported the movement, and, we understand, Despatches have been received in reply and will soon be published along with the whole correspondence at an early date. In these Despatches, we understand, Mr. Chamberlain has sanctioned the establishment of a school for European children and also a school where higher education on English principles can be imparted to the children of the better class of Chinese, who had also petitioned the Colonial Secretary. Details have yet to be discussed and arranged. We hope no time will be lost now that the principle has been conceded, in providing for the educational needs of the European children and the children of the well-to-do Chinese residents. Fortunately, the Colony is well placed at the present time for the achievement of the reform we have consistently advocated—a thorough reorganization of the educational system of the Colony, as advocated by us on the arrival of H.E. Sir Henry Blake in Hongkong. This matter might well be taken up by the Education Commission now sitting under the presidency of the Bishop of Victoria. We would suggest the speedy inauguration of the Ho Tung School at Kowloon for European children exclusively, while, in the City of Victoria, use might be made of the Bellios Reformatory, at Causeway Bay as another school for European children resident on the Island. Since it was built, the Reformatory has never been occupied, and the two teachers who were brought out from Home have been otherwise employed. Situated where it is, this school—which, of course, would require some other name—would be very central for the larger number of European children in Hongkong. There is now a large European residential district in the East end of the City, while the Sugar Works at East Point and Quarry Bay would probably contribute a sufficient number of children to give the school a good start. The Higher School for Chinese might well be situated in the Western end of the City, on the higher levels for preference, where it would be reached conveniently by children likely to attend such an establishment. It is, perhaps, unfortunate that His Excellency should be absent from the Colony at the present time, and that the Colony is also to lose the services of the Colonial Secretary, who has always taken a deep interest in this subject, but, before Mr. Lockhart goes away, we hope he will be able to mature the arrangements so that, on the return of His Excellency Sir Henry Blake, no time may be lost in reorganizing the Educational Department and establishing the desiderated schools.

At the Wesleyan Chapel, Wanchai, on the 20th January, by the Rev. C. Bone, Rector, fourth son of John Walpole, of Woodlands, Gerrards Cross, Bucks, England, to Eliza, the only daughter of the late H. J. Fauch, of Hongkong.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 20, 1902.

EDITORIAL COMMENT.

Having originated

EUROPEAN SCHOOLS and kept alive the

FOR

HONGKONG, a school for European children in

Hongkong, we are pleased to be able to

announce that the Colonial Office has at

last approval of the principle that European and Asiatic children cannot be

educated side by side in the public schools in Hongkong, and that there is

a probability of the establishment at an early date of a school or schools where

European children will be taught exclusively. As is now well known, the

agitation was first started by the European residents at Kowloon in 1895, and

for a time a successful school was conducted there almost entirely without

Government assistance. Various influences brought about the cessation of the school there, and, since then, as has

been stated over and over again, the facilities for the education of European children in the Colony have either been non-existent or completely inadequate.

This state of affairs brought about another strong agitation last year, when, at the instance of the Bishop of Victoria, a public petition was drawn up and

numerously signed, not only by the unofficial civilians but by the Anglican and Roman Catholic Bishops and higher Military, Naval and Civil Servants.

His Excellency the Governor, Sir Henry Blake, in forwarding the petition to the Secretary of State strongly supported the movement, and, we understand, Despatches have been received in reply and will soon be published along with the whole correspondence at an early date. In these Despatches, we understand, Mr. Chamberlain has sanctioned the establishment of a school for European children and also a school where higher education on English principles can be imparted to the children of the better class of Chinese, who had also petitioned the Colonial Secretary. Details have yet to be discussed and arranged. We hope no time will be lost now that the principle has been conceded, in providing for the educational needs of the European children and the children of the well-to-do Chinese residents. Fortunately, the Colony is well placed at the present time for the achievement of the reform we have consistently advocated—a thorough reorganization of the educational system of the Colony, as advocated by us on the arrival of H.E. Sir Henry Blake in Hongkong. This matter might well be taken up by the Education Commission now sitting under the presidency of the Bishop of Victoria. We would suggest the speedy inauguration of the Ho Tung School at Kowloon for European children exclusively, while, in the City of Victoria, use might be made of the Bellios Reformatory, at Causeway Bay as another school for European children resident on the Island. Since it was built, the Reformatory has never been occupied, and the two teachers who were brought out from Home have been otherwise employed. Situated where it is, this school—which, of course, would require some other name—would be very central for the larger number of European children in Hongkong. There is now a large European residential district in the East end of the City, while the Sugar Works at East Point and Quarry Bay would probably contribute a sufficient number of children to give the school a good start. The Higher School for Chinese might well be situated in the Western end of the City, on the higher levels for preference, where it would be reached conveniently by children likely to attend such an establishment. It is, perhaps, unfortunate that His Excellency should be absent from the Colony at the present time, and that the Colony is also to lose the services of the Colonial Secretary, who has always taken a deep interest in this subject, but, before Mr. Lockhart goes away, we hope he will be able to mature the arrangements so that, on the return of His Excellency Sir Henry Blake, no time may be lost in reorganizing the Educational Department and establishing the desiderated schools.

At the Wesleyan Chapel, Wanchai, on the 20th January, by the Rev. C. Bone, Rector, fourth son of John Walpole, of Woodlands, Gerrards Cross, Bucks, England, to Eliza, the only daughter of the late H. J. Fauch, of Hongkong.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 20, 1902.

EDITORIAL COMMENT.

Having originated

EUROPEAN SCHOOLS and kept alive the

FOR

HONGKONG, a school for European children in

Hongkong, we are pleased to be able to

announce that the Colonial Office has at

last approval of the principle that European and Asiatic children cannot be

educated side by side in the public schools in Hongkong, and that there is

a probability of the establishment at an early date of a school or schools where

European children will be taught exclusively. As is now well known, the

agitation was first started by the European residents at Kowloon in 1895, and

for a time a successful school was conducted there almost entirely without

Government assistance. Various influences brought about the cessation of the school there, and, since then, as has

been stated over and over again, the facilities for the education of European children in the Colony have either been non-existent or completely inadequate.

This state of affairs brought about another strong agitation last year, when, at the instance of the Bishop of Victoria, a public petition was drawn up and

numerously signed, not only by the unofficial civilians but by the Anglican and Roman Catholic Bishops and higher Military, Naval and Civil Servants.

His Excellency the Governor, Sir Henry Blake, in forwarding the petition to the Secretary of State strongly supported the movement, and, we understand, Despatches have been received in reply and will soon be published along with the whole correspondence at an early date. In these Despatches, we understand, Mr. Chamberlain has sanctioned the establishment of a school for European children and also a school where higher education on English principles can be imparted to the children of the better class of Chinese, who had also petitioned the Colonial Secretary. Details have yet to be discussed and arranged. We hope no time will be lost now that the principle has been conceded, in providing for the educational needs of the European children and the children of the well-to-do Chinese residents. Fortunately, the Colony is well placed at the present time for the achievement of the reform we have consistently advocated—a thorough reorganization of the educational system of the Colony, as advocated by us on the arrival of H.E. Sir Henry Blake in Hongkong. This matter might well be taken up by the Education Commission now sitting under the presidency of the Bishop of Victoria. We would suggest the speedy inauguration of the Ho Tung School at Kowloon for European children exclusively, while, in the City of Victoria, use might be made of the Bellios Reformatory, at Causeway Bay as another school for European children resident on the Island. Since it was built, the Reformatory has never been occupied, and the two teachers who were brought out from Home have been otherwise employed. Situated where it is, this school—which, of course, would require some other name—would be very central for the larger number of European children in Hongkong. There is now a large European residential district in the East end of the City, while the Sugar Works at East Point and Quarry Bay would probably contribute a sufficient number of children to give the school a good start. The Higher School for Chinese might well be situated in the Western end of the City, on the higher levels for preference, where it would be reached conveniently by children likely to attend such an establishment. It is, perhaps, unfortunate that His Excellency should be absent from the Colony at the present time, and that the Colony is also to lose the services of the Colonial Secretary, who has always taken a deep interest in this subject, but, before Mr. Lockhart goes away, we hope he will be able to mature the arrangements so that, on the return of His Excellency Sir Henry Blake, no time may be lost in reorganizing the Educational Department and establishing the desiderated schools.

At the Wesleyan Chapel, Wanchai, on the 20th January, by the Rev. C. Bone, Rector, fourth son of John Walpole, of Woodlands, Gerrards Cross, Bucks, England, to Eliza, the only daughter of the late H. J. Fauch, of Hongkong.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 20, 1902.

EDITORIAL COMMENT.

Having originated

EUROPEAN SCHOOLS and kept alive the

FOR

HONGKONG, a school for European children in

Hongkong, we are pleased to be able to

announce that the Colonial Office has at

last approval of the principle that European and Asiatic children cannot be

educated side by side in the public schools in Hongkong, and that there is

a probability of the establishment at an early date of a school or schools where

European children will be taught exclusively. As is now well known, the

agitation was first started by the European residents at Kowloon in 1895, and

for a time a successful school was conducted there almost entirely without

Government assistance. Various influences brought about the cessation of the school there, and, since then, as has

been stated over and over again, the facilities for the education of European children in the Colony have either been non-existent or completely inadequate.

This state of affairs brought about another strong agitation last year, when, at the instance of the Bishop of Victoria, a public petition was drawn up and

numerously signed, not only by the unofficial civilians but by the Anglican and Roman Catholic Bishops and higher Military, Naval and Civil Servants.

His Excellency the Governor, Sir Henry Blake, in forwarding the petition to the Secretary of State strongly supported the movement, and, we understand, Despatches have been received in reply and will soon be published along with the whole correspondence at an early date. In these Despatches, we understand, Mr. Chamberlain has sanctioned the establishment of a school for European children and also a school where higher education on English principles can be imparted to the children of the better class of Chinese, who had also petitioned the Colonial Secretary. Details have yet to be discussed and arranged. We hope no time will be lost now that the principle has been conceded, in providing for the educational needs of the European children and the children of the well-to-do Chinese residents. Fortunately, the Colony is well placed at the present time for the achievement of the reform we have consistently advocated—a thorough reorganization of the educational system of the Colony, as advocated by us on the arrival of H.E. Sir Henry Blake in Hongkong. This matter might well be taken up by the Education Commission now sitting under the presidency of the Bishop of Victoria. We would suggest the speedy inauguration of the Ho Tung School at Kowloon for European children exclusively, while, in the City of Victoria, use might be made of the Bellios Reformatory, at Causeway Bay as another school for European children resident on the Island. Since it was built, the Reformatory has never been occupied, and the two teachers who were brought out from Home have been otherwise employed. Situated where it is, this school—which, of course, would require some other name—would be very central for the larger number of European children in Hongkong. There is now a large European residential district in the East end of the City, while the Sugar Works at East Point and Quarry Bay would probably contribute a sufficient number of children to give the school a good start. The Higher School for Chinese might well be situated in the Western end of the City, on the higher levels for preference, where it would be reached conveniently by children likely to attend such an establishment. It is, perhaps, unfortunate that His Excellency should be absent from the Colony at the present time, and that the Colony is also to lose the services of the Colonial Secretary, who has always taken a deep interest in this subject, but, before Mr. Lockhart goes away, we hope he will be able to mature the arrangements so that, on the return of His Excellency Sir Henry Blake, no time may be lost in reorganizing the Educational Department and establishing the desiderated schools.

At the Wesleyan Chapel, Wanchai, on the 20th January, by the Rev. C. Bone, Rector, fourth son of John Walpole, of Woodlands, Gerrards Cross, Bucks, England, to Eliza, the only daughter of the late H. J. Fauch, of Hongkong.

The publication of this issue commenced at 6.25 p.m.

The China Mail.

HONGKONG, MONDAY, JANUARY 20, 1902.

EDITORIAL COMMENT.

Having originated

EUROPEAN SCHOOLS and kept alive the

We have much pleasure in announcing the appointment of the Hon. J. H. Stewart Lockhart, WEIHAIWEI, Colonial Secretary of Hongkong, to the post of Commissioner of Weihaiwei. Since Weihaiwei was taken over from the Japanese, it has been administered by Naval and Military Commissioners, but on the 1st of January, 1901, the Colonial Office assumed the civil administration of the new Colony, and it is under that administration that Mr. Stewart Lockhart becomes the first Civil Commissioner or Governor. Needless to say, his appointment will be sincerely approved by his numerous friends in this Colony and elsewhere. In itself, it is a mark of the high opinion entertained at the Colonial Office of Mr. Stewart Lockhart's administrative ability that he should have been selected as the first Governor of this important outpost of the British Empire in the Far East; and we have good reason to believe that his tactful energy will so distinguish his administration there that in due course other honours and higher appointments will fall to his lot.

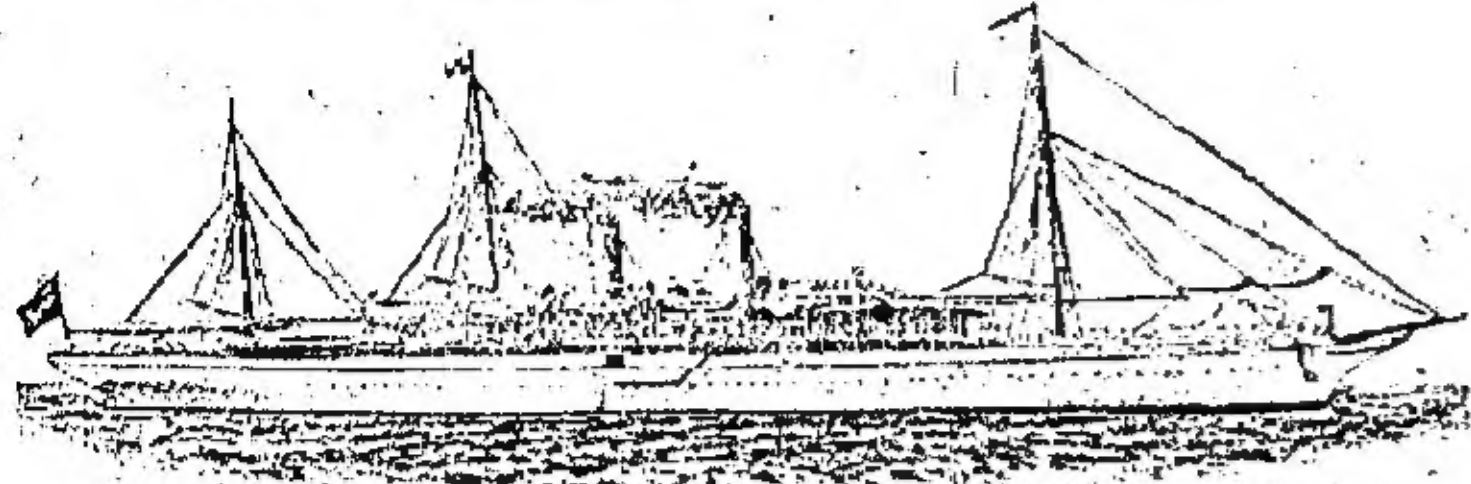
Mr. Stewart Lockhart came to Hongkong with a good record. His early school days were spent at King William's School, Isle of Man, and Watson's College, Edinburgh, and at Edinburgh University he was a distinguished undergraduate, winning the Greek gold medal. After the usual competitive examination, he entered the Colonial service as a cadet, coming out to Hongkong in that capacity in 1878. He applied himself assiduously to the study of the Chinese language, and, although some consider it a doubtful honour, he has every right to be enrolled in the limited list of men known as sinologists. His exceptional aptitude for the Chinese language probably accounts for his familiarity with the Registrar General's Department of the Colony, for as early as 1883 he was Assistant Colonial Secretary and Assistant Registrar General. Having filled several subordinate and acting appointments, he was selected for the position of Registrar General in 1887, and in the same year became a Member of the Legislative Council. In 1891, he was appointed to the Executive Council, thus taking the place in the inner councils of the local administration to which his knowledge of the Chinese fully entitled him. Before the Special Commission—known as the Retrenchment Commission—appointed at the instance of the Unofficial Members of the Legislative Council to enquire into the working of the civil service of the Colony, Sir George O'Brien, then Colonial Secretary of Hongkong, and now Governor of Fiji, expressed a very high opinion of Mr. Stewart Lockhart's ability and capacity for work; and it seemed to be in the fitness of things that when Sir George O'Brien left the Colony Mr. Lockhart should be selected as his successor. Sir George was of opinion that so long as Mr. Lockhart remained in the Colony he might well hold the joint offices of Registrar General and Colonial Secretary, and he accordingly held both offices until the increased work falling upon the Colonial Secretary's department in consequence of the extension of the Colony's boundaries necessitated a reversion to the old system. When it was proposed to extend the Colony by the acquisition of the New Territory at Kowloon, he was the Special Commissioner appointed by the Imperial Authorities to prepare an exhaustive report thereon, and he was afterwards the representative of Great Britain in the delimitation of the boundary. For both of these exceptional services he received the thanks of the Secretary of State, and in 1898 was decorated as C.M.G. In addition to his routine duties, Mr. Lockhart has served on numerous Special Commissions and Committees, and has established a loyal and honourable record, excelled by few men in the service. We have not always seen eye to eye with Mr. Lockhart on public questions and reference to our files would reveal the fact that he has frequently been the subject of severe criticism; but we are pleased to think that this robust difference of opinion has not embittered our personal relations and that we can join honestly in the wish that the new Commissioner of Weihaiwei has a long and distinguished career yet ahead in the Imperial Service.

Of Mr. Stewart Lockhart's interest in local affairs it is scarcely necessary to refer. He is proud of being a Scotsman, and it is doubtful whether he considers the Commissioner of Weihaiwei a higher honour than the Presidency of the Hongkong and St. Andrew's Society, which he filled with much credit. At one time, he was an active participant in all our outdoor sports, and a successful one, as may be seen from the records of the various athletic clubs of the Colony. He was once Chairman of the Victoria Recreation Club, and at the present time is Chairman of the Civil Institution, the Hongkong Boat Club. He has been also President of the Hongkong Football Club for many years, and though not now so willing to join in the pack as when he was a member of the Edinburgh University Rugby team, he never misses an opportunity of seeing a good match at the Happy Valley. We have no doubt that wherever the fortunes of the service may transplant him, Mr. Lockhart will carry with him his love of health-giving outdoor recreation, and equally we have no doubt the experience he has gained in Hongkong will be to the benefit and advantage of those who serve under him or who have the good fortune to be placed under his rule.

THE in announcing the appointment of the Hon. J. H. Stewart Lockhart, WEIHAIWEI, Colonial Secretary of Hongkong, to the post of Commissioner of Weihaiwei. Since Weihaiwei was taken over from the Japanese, it has been administered by Naval and Military Commissioners, but on the 1st of January, 1901, the Colonial Office assumed the civil administration of the new Colony, and it is under that administration that Mr. Stewart Lockhart becomes the first Civil Commissioner or Governor. Needless to say, his appointment will be sincerely approved by his numerous friends in this Colony and elsewhere. In itself, it is a mark of the high opinion entertained at the Colonial Office of Mr. Stewart Lockhart's administrative ability that he should have been selected as the first Governor of this important outpost of the British Empire in the Far East; and we have good reason to believe that his tactful energy will so distinguish his administration there that in due course other honours and higher appointments will fall to his lot.

Mr. Stewart Lockhart came to Hongkong with a good record. His early school days were spent at King William's School, Isle of Man, and Watson's College, Edinburgh, and at Edinburgh University he was a distinguished undergraduate, winning the Greek gold medal. After the usual competitive examination, he entered the Colonial service as a cadet, coming out to Hongkong in that capacity in 1878. He applied himself assiduously to the study of the Chinese language, and, although some consider it a doubtful honour, he has every right to be enrolled in the limited list of men known as sinologists. His exceptional aptitude for the Chinese language probably accounts for his familiarity with the Registrar General's Department of the Colony, for as early as 1883 he was Assistant Colonial Secretary and Assistant Registrar General. Having filled several subordinate and acting appointments, he was selected for the position of Registrar General in 1887, and

Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Call at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

Proposed sailings from Hongkong.

(Subject to Alteration.)

* TARTAR, 4425 Tons, Comdr. E. BETHAM, R.N.R., WEDNESDAY, 29th Jan./1902
* ATHENIAN, 3882 Tons, Comdr. H. MOWAT, R.N.R., WEDNESDAY, 26th Feb./1902
* EMPRESS OF JAPAN, Comdr. H. PETER, R.N.R., WEDNESDAY, 14th Mar./1902
* EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 2nd April/1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. These connections are made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL FARES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

* Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. R. BROWN, General Agent,
PENNER STREET, 1112

Hongkong, January 16, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OREDO, LONDON, LIVERPOOL, GLASGOW, HULL, GENEVA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Sardinia,

Capt. SCHMIDT.

28th January, 1902 Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Ambra,

Capt. DIERCKX.

18th February, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. C. Ferd. Naue,

Capt. FUCHS.

26th February, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Antares,

Capt. EIKERS.

15th March, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Königsberg,

Capt. CHRISTENSEN.

27th March, 1902 Freight and Passengers.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE

1569

Queen's Buildings, No. 1.



TOYO KISEN KAISHA

(Oriental S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA
IN 48 HOURS.

THE Company's Well-known Steamship

ROSETTA MARU, 276 Tons,

Captain TATE, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th January, at Noon.

Magnificent Accommodation. Excellent Table. Comfortable Cabins. Unrivalled Speed. Electric Light.

For Freight and Passage, apply to

AGENTS,

MITSUI BUSSAN KAISHA,

No. 6, Ice House Street, corner of Des Vaux Road, 1st Floor.

Hongkong, January 16, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
SADU MARU, W. THOMSON.	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 25th Jan., at Daylight.
MIKI MARU, M. YAGI.	MOJI, KOBE & YOKOHAMA.	TUESDAY, 28th Jan., at Noon.
YAWATA MARU, A. E. MOSS.	SYDNEY & MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 30th Jan., at 4 p.m.
SANUKI MARU, W. THOMSON.	KOBE & YOKOHAMA.	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU, T. MURAI.	BOMBAY, Via SINGAPORE and COLOMBO.	FRIDAY, 31st Jan., at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailing, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Charter Road.

A. S. Mihara, Manager.

Hongkong, January 17, 1902.

Shipping.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHEASTERN AND GIBRALTAR TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PRINZ HEINRICH * ... SUNDAY, 26th January.

PREUSSIN * ... WEDNESDAY, 6th February.

HAMBURG * ... WEDNESDAY, 19th February.

SACHSEN * ... WEDNESDAY, 6th March.

KLAUSCHOU * ... WEDNESDAY, 19th March.

BAVERN * ... WEDNESDAY, 2nd April.

STUTTGART * ... WEDNESDAY, 16th April.

KONIG ALBERT * ... WEDNESDAY, 30th April.

PRINZ HEINRICH * ... WEDNESDAY, 14th May.

PREUSSIN * ... WEDNESDAY, 28th May.

HAMBURG * ... WEDNESDAY, 11th June.

HAMBURG * ... WEDNESDAY, 26th June.

* Calling at Amsterdam.

* Steamers of the Hamburg-America Line.

ON SUNDAY, the 26th day of January, 1902, at 10 A.M., the Steamship PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain R. HEINZKE, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Friday, the 25th January, and Space will be received on Board until 5 p.m. on Saturday, the 25th January, and Parcels will be received at the Agency's Office until Noon on Saturday, the 25th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC STEAMSHIP CO.

Proposed SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamer.	Tons.	Captain.	Proposed Sailing.
Glenloch	3750	F. FROES	Feb. 7, 1902
Duke of Pile	3811	J. S. COLE	Feb. 22, 1902
Victoria	3502	J. PANTON	Mar. 8, 1902

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, \$52.

Excellent accommodation. First class Table. Doctors and STEWARDESSEES carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, \$48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. DINING CAR is attached to trans-continental train day and night; Tacoma to New York in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, \$35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, January 14, 1902

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

ANPING, Via SWATOW, MAIDZU MARU, WEDNESDAY, 22nd

AND AMOY, T. SAITO, January.

TAMU, Via SWATOW, DAIGI MARU, SUNDAY, 26th

AND AMOY, T. KIRANO, January.

FOOCHOW, Via SWATOW, ANPING MARU, WEDNESDAY, 29th

AND AMOY, K. SCHWARTZ, January.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tsimai to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further information apply to

The MITSUI BUSSAN KAISHA.

AGENTS.

Hongkong, January 20, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR

AMOI, SAMARANG & SOUBADAYA, HUNAN * ... 19th January.

MANILA * ... 20th February.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE * ... 20th February.

MANILA AND LILLOI * ... 22nd January.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, January 18, 1902.

OCEAN STEAMSHIP COMPANY

OUTWARDS.

FROM GLASGOW, LIVERPOOL AND SWANSEA

TANTALUS * ... 20th January.

GLASGOW AND LIVERPOOL * ... 23rd January.

GLASGOW AND LIVERPOOL * ... 31st January.

GLASGOW AND LIVERPOOL * ... 10th February.

GLASGOW AND LIVERPOOL * ... 15th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

GLASGOW AND LIVERPOOL * ... 20th February.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP

NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES

named—

SHANGHAI, CHINA * ... CAPTAIN C. L. DANIEL ... About 1st Feb.

YMA, Via SHAI, MOJI & KOBE, Barco * ... E. P. MARTIN, R.N.R. ... 21st Jan., Daylight

LONDON, Via ... E. G. ASHLEY ... Noon, 25th Jan.

BOMBAY, ... C. J. BENTON, R.N.R. ... About 29th Jan.

SINGAPORE, ... F. W. VILBERT, R.N.R. ... Noon, 1st Feb.

COLOMBO, ... J. W. VILBERT, R.N.R. ... Noon, 1st Feb.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON * ... 28th March.

DON Direct without Transhipment * ... 12th April.

* See Special Advertisement.

* For Freight only.

* Calling at PENANG and COLOMBO if sufficient inducement offers.

* For Freight or Passage, and further particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 20, 1902.

PORTLAND AND ASIATIC

STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, Via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

KNIGHT COMPANION * ... 4,111 C. E. FREIGHT, R.N.R. ... February 20, 1902

INDRAVELLI * ... 4,899 W. E. CRUICK, R.N.R. ... March 10, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 20th January, 1902.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

AFRIDI * ... About 21st Jan.

HILGREN * ... About 29th Jan.

LOWTHER CASTLE * ... About 8th Feb.

MORVEN * ... For Freight and further information apply to

DODWELL &

